

~~CENTRAL INTELLIGENCE AGENCY~~

## REPORT

## CD NO.

DATE DISTR.

**SUBJECT** Roads in Sinkiang Province and  
the Mongolian People's Republic

NO. OF PAGES 1

NO. OF ENCLS.  
(LISTED BELOW)

50X1-HUM

DATE OF IN

**SUPPLEMENT TO  
REPORT**

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- a. Alma Ata - Ining (Kuldja, 81-14, 43-55) - Wusu (84-37, 44-27) - Tihua (Urunchi, 87-35, 43-48). The road is well graded, surfaced with crushed stone, and 35 feet wide on the average. It is fit for trucks. The surface is very good from Alma Ata to Ining; between Ining and the Manass River it is less good. The section from the Manass River to Tihua has been neglected by the Chinese Government since 1942 but is still easily passable by heavy trucks.
- b. Wusu - Tacheng (Tarbagatai, 82-57, 46-45). The road is good for trucks, averages 30 feet in width, and has a crushed-stone surface.
- c. Tacheng - Ch'enghua (88-07, 47-52). The surface is poor, partly crushed stone and partly packed earth, but it takes heavy trucks.
- d. Chingho (82-50, 44-39) - Djair - Tacheng. The road is 30 feet wide and suitable for heavy trucks.   Comment. The available maps show Jair-daban (Dsair-daban, 83-30, 46-30) as a pass through the Birlik Tau on the regular road from Wusu to Tacheng, described above.)
- e. Hutupi (86-57, 44-07) - Yangsinfu - Shazga (86-30, 46-10) - Hoshihtolokai (86-20, 46-50). The road is poor and fit only for horses.
- f. Chitai (89-28, 44-03) - Kormali (88-40, 45-10) - Shazga. The road is rough but passable for motors.

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- a. Ulan Bator (106-52, 47-57) - Djirgalantu (Kobdo, 91-40, 48-00). The road is of crushed stone, 30 feet wide on the average, and fit for heavy trucks. There are two very narrow sections where it passes over the Khangai mountains.
- b. Djirgalantu - minusinsk (91- , 53- ). The road is good and takes heavy trucks in all seasons. A camel track follows the road.

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DDA Memo, 4 Apr 77

Auth: DDA REG. 77

Date: MAY 1978

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